

BookletChartTM

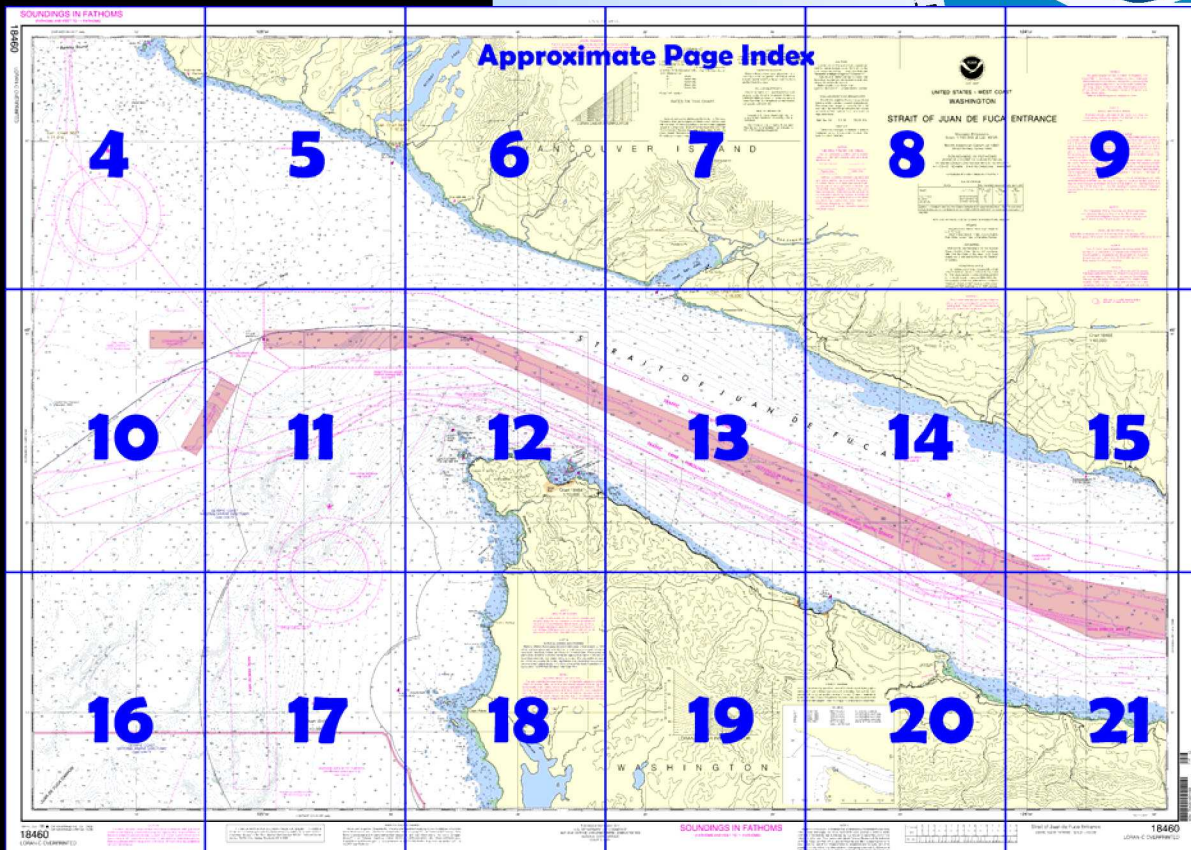
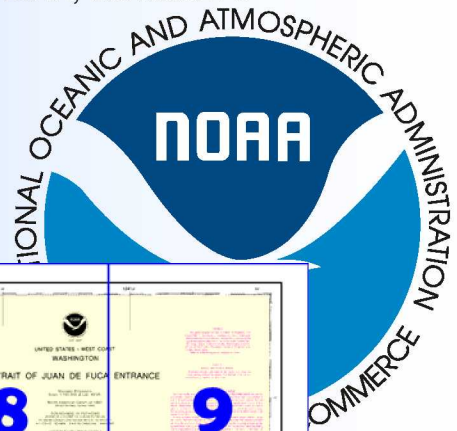
Strait of Juan de Fuca Entrance

(NOAA Chart 18460)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

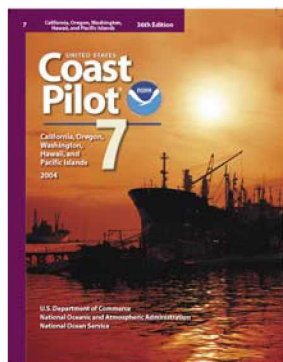
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 11-12 excerpts]

- (195) **White Rock**, 161 feet high, 1.7 miles S of Cape Alava and about 0.8 mile offshore, has nearly vertical sides and a rounded top; it is whitish, and in the sunlight is visible for a long distance
- (196) **Cape Alava**, the westernmost point of the State of Washington, is 13 miles S of Cape Flattery.
- (198) **Flattery Rocks** and Umatilla Reef are rocks and islets extending W from Cape Alava for 2.3 miles. **Ozette Island**,

236 feet high, is 0.8 mile SW of the cape. The island, 0.5 mile long, is flat-topped with steep sides. About 0.3 mile off the S and SE sides are low, black rocks. **Bodelteh Islands**, 1.2 miles WNW of the N end of Cape Alava, have high bold seaward faces. The outer one is 198 feet high.

(202) **Point of Arches**, 5 miles NNE of Cape Alava, is the N point of the cliffs that extend some 1.5 miles S. Numerous rocks and ledges are offshore as far as about a mile.

(203) **Father and Son**, two rocks connected by a low reef, lie 0.6 mile offshore abreast the S end of the cliffs

(204) **Spike Rock**, 35 feet high, sharp and bare, is 0.8 mile NW of the Point of Arches. It is the outermost of a chain of rocks, the largest of which is 185 feet high; there are three arches in these rocks. A rock that uncovers 5 feet is 0.3 mile WSW of Spike Rock.

(205) **Portage Head**, 2.5 miles N of Point of Arches, has a mile-long seaward face of bold irregular cliffs over 410 feet high. **Anderson Point**, at the N end of the cliffs, has a height of about 270 feet.

(206) **Makah Bay** is a shallow bight included between Portage Head and Waatch Point. It affords indifferent shelter in N and E weather and a smooth sea, but is little used. The shores are low and sandy. **Waatch River** enters in the N part of the bight immediately E of Waatch Point.

(207) **Waatch Point**, 3 miles SE of Cape Flattery, is the SE extremity of the cliffs extending to the cape. This stretch is bordered by numerous rocks and ledges.

(209) **Cape Flattery**, a bold, rocky head with cliffs 120 feet high, rises to nearly 1,500 feet about 2 miles back from the beach.

(210) A large radar dome, highest and most prominent structure in the area, is on **Bahokus Peak**, the part of Cape Flattery about 2 miles back from the beach that rises to nearly 1,500 feet.

(211) **Tatoosh Island**, 0.4 mile NW of Cape Flattery, is about 0.2 mile in diameter, 108 feet high, flat-topped, and bare.

(213) **Cape Flattery Light** (48°23.5'N., 124°44.2'W.), 165 feet above the water, is shown from a 57-foot white conical tower on a white sandstone dwelling on the W end of Tatoosh Island. A fog signal is at the light.

(215) **Duncan Rock** and **Duntze Rock**, the two principal dangers NNW of Tatoosh Island, are respectively, 1 mile and 1.3 miles from the light.

(216) **Swiftsure Bank**, about 3.5 miles in extent, is off the mouth of the Strait of Juan de Fuca, NW of the submarine valley making into the strait. The bank has a least depth of 18 fathoms.

(220) **Carmanah Point** is on the Vancouver Island shore, 13 miles N of Tatoosh Island. A light, 175 feet above the water, is shown from a white octagonal concrete tower on the point; a fog signal and radiobeacon are at the light.

(221) **Clo-oose**, an abandoned village, is 4 miles NW of Carmanah Point in the small cove at the mouth of the Cheewhat River, E of the entrance to Nitinat Lake.

(223) **Tsusiat Lake** is 8.5 miles NW of Carmanah Light. At the seaward end of the lake is a conspicuous waterfall which is visible far off even in hazy weather, and may help fix a vessel's position as it is the only waterfall on this part of the coast.

(224) **Pachena Point**, 25 miles NW of Cape Flattery, is marked by a light; a fog signal is at the light.

(225) **Seabird Rocks** are off the entrance to Pachena Bay, 3 miles NW of Pachena Point.

(227) **Barkley Sound**, an extensive arm of the sea 35 miles NW of Cape Flattery, lies between Cape Beale and Amphitrite Point.

(87) **Bonilla Point**, the N entrance point at the W end of the strait, is about 1.8 miles ESE from Carmanah Light. Bonilla Point is marked by a light

(89) **Port San Juan** offers the first anchorage on the N shore within the entrance to the Strait of Juan de Fuca.

(90) The entrance between **Owen Point** and **San Juan Point**, 1.7 miles wide and 3.5 miles long, is 13 miles NE of Cape Flattery Light.

(93) **Cerantes Rocks**, about 300 yards SW from San Juan Point, include several high pinnacle rocks with a few trees growing on them.

(94) **Port Renfrew** is a settlement on the SE side of Port San Juan, about 2 miles NE of San Juan Point.

(98) **Sheringham Point** is marked by a light. Victoria marine radio station VAK is at Sheringham Point.

Table of Selected Chart Notes

Corrected through NM Oct. 14/06
Corrected through LNM Oct. 10/06

NOTE J
SCIENTIFIC MOORINGS

Acoustic sensors, consisting of a concrete anchor and tethered instrument, package floating above the anchor, are positioned approximately 0.5 miles apart along the line. Instruments in water less than 82 fathoms deep are within 3 fathoms of the seabed. Instruments in water more than 82 fathoms deep are approximately 82 fathoms below the surface.

AIDS TO NAVIGATION

Consult U. S. Coast Guard Light List for supplemental information concerning aids to navigation.

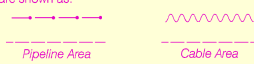
See Canadian List of Lights, Buoys and Fog Signals for information not included in the U. S. Coast Guard Light List.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio station listed below provides continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Neah Bay, WA	KIH-36	162.55 MHz
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CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U. S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.733' southward and 4.826' westward to agree with this chart.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U. S. Coast Guard, and Charts and Surveys by the Dominion of Canada.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HEIGHTS

Heights in feet above Mean High Water in U. S. Territory.
Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE E
AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN circular 220.

NOTE F

The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U. S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

NOTE B
NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notice to Mariners.

NOTE G

A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....	Master
W.....	Secondary
X.....	Secondary
Y.....	Secondary
Z.....	Secondary

EXAMPLE: 5990-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

Additional information can be obtained at nauticalcharts.noaa.gov.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U. S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

Mercator Projection
Scale 1:100,000 at Lat. 48°25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7 or 8, Chapter 3 for details.

NOTE H
NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE D

For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year. Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

NOTE C
TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

COLREGS, 80.1385 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Cape Flattery	(48°24'N/124°44'W)	feet	feet	feet
Neah Bay	(48°22'N/124°37'W)	8.0	7.2	1.5
Clallam Bay	(48°16'N/124°18'W)	7.5	6.7	1.8

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>. (Sep 2006)

PRINT-ON-DEMAND CHARTS

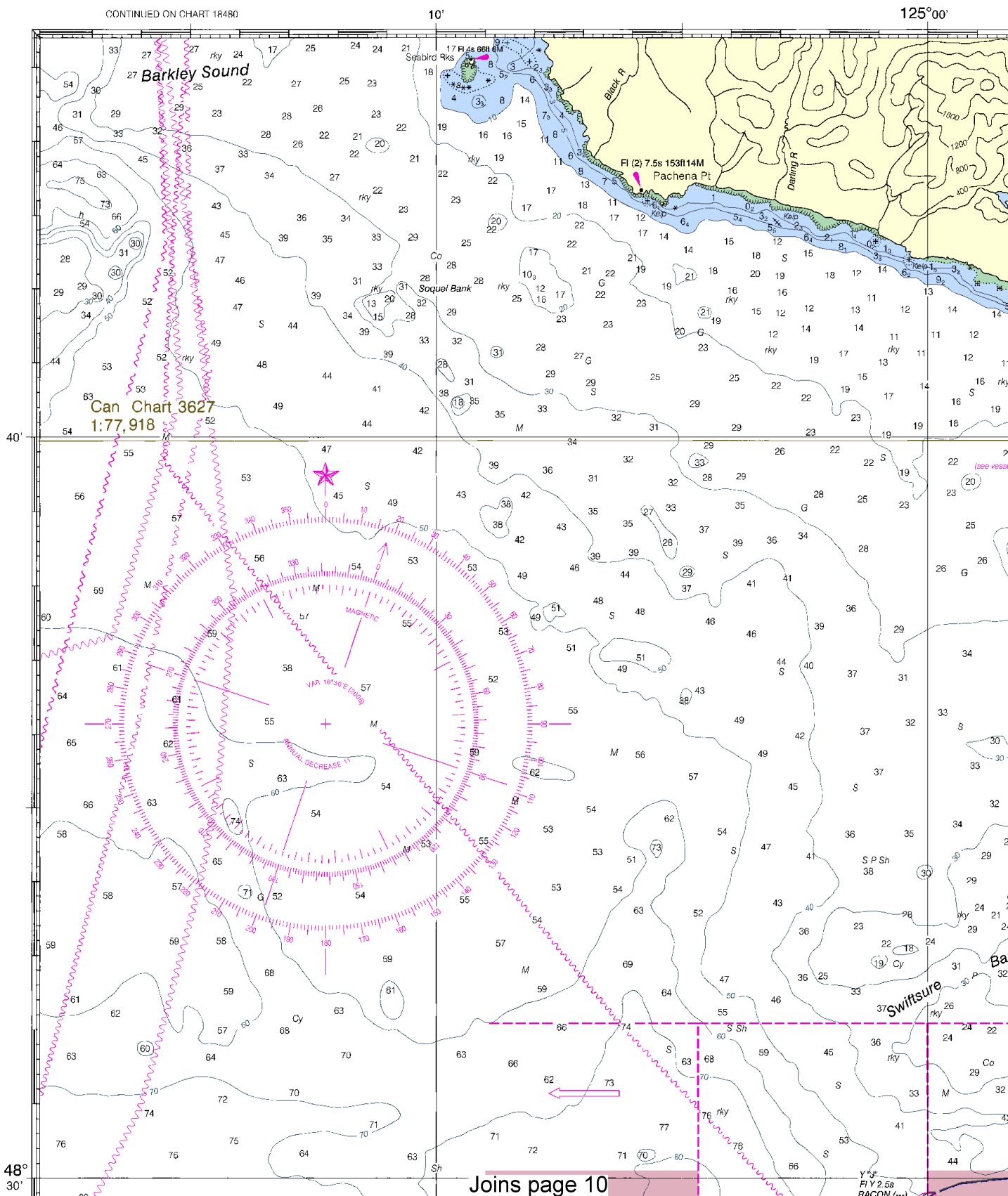
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

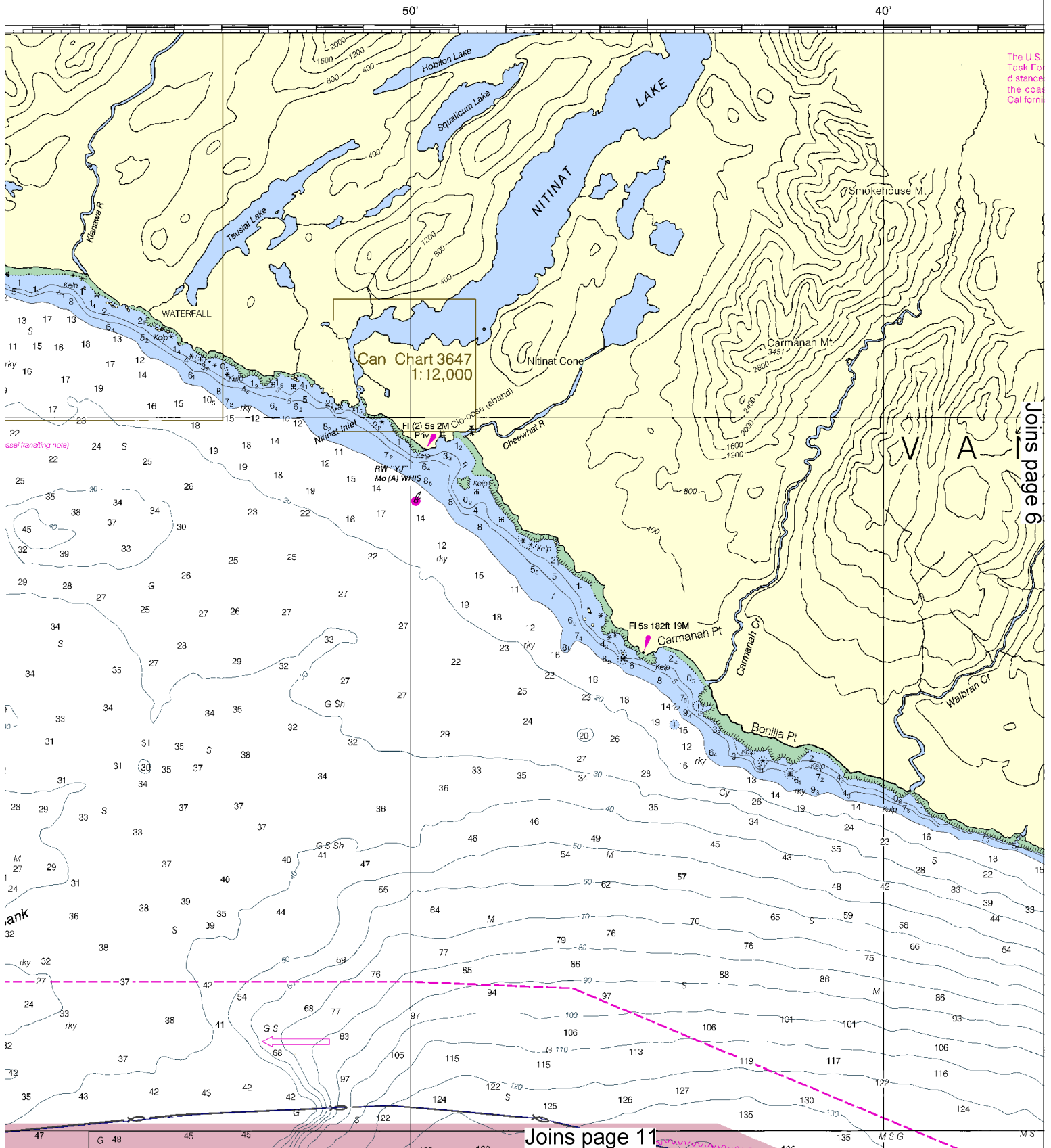
SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

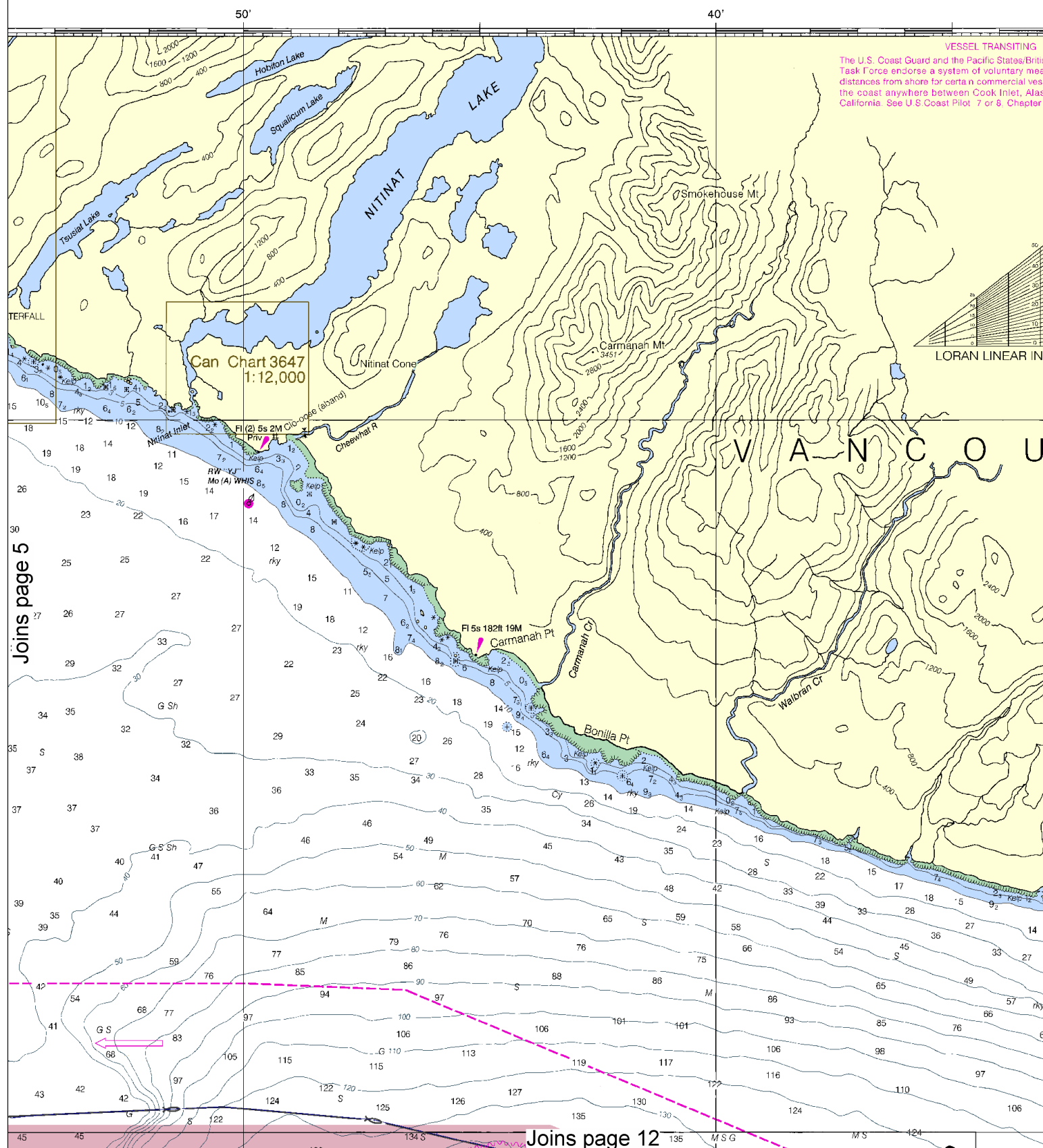
18460

LORAN-C OVERPRINTED





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:133333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.



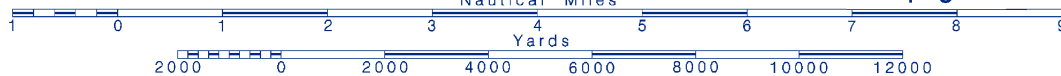
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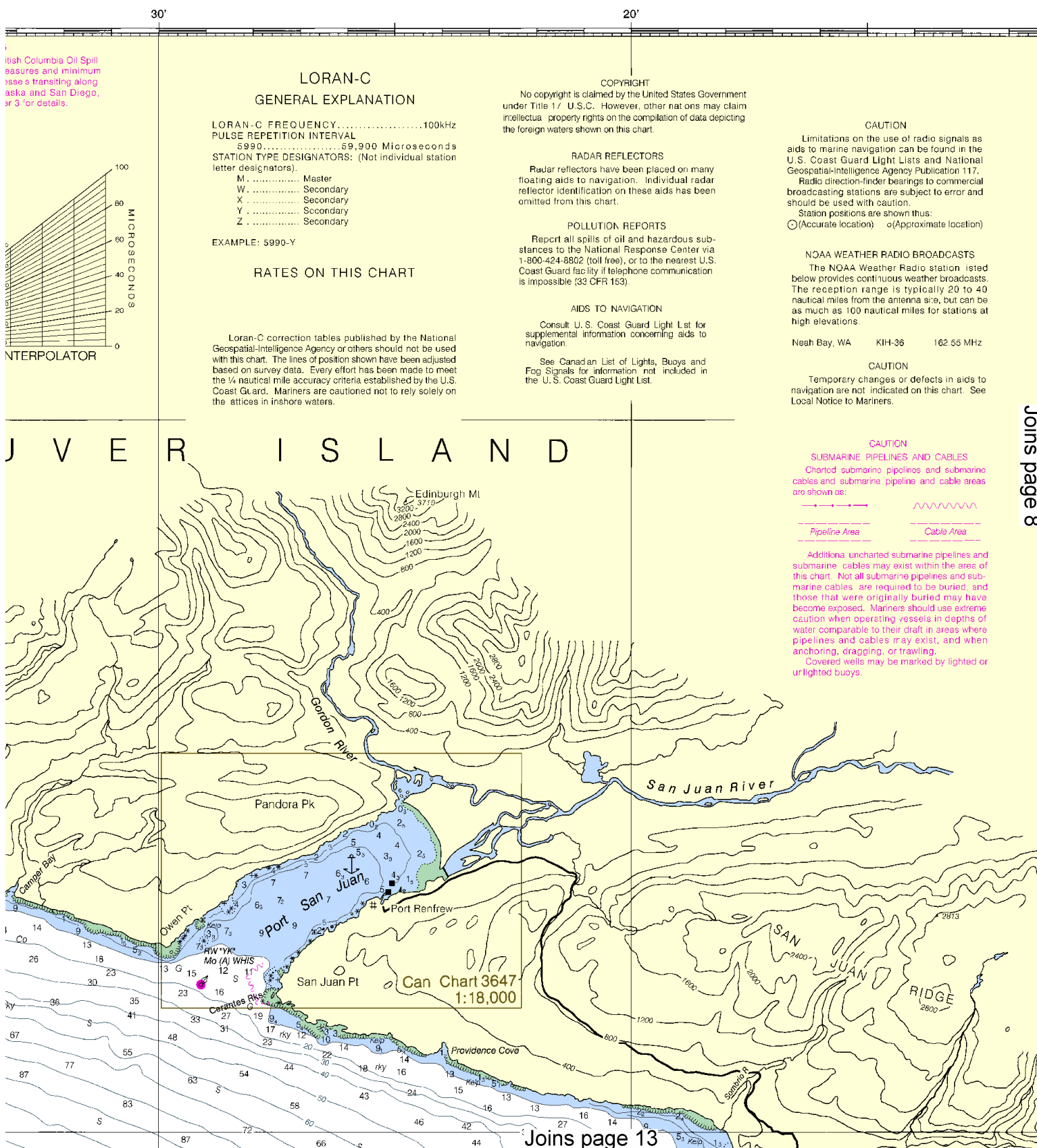


Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





LORAN-C
GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
5990.....59,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station
letter designators).
M.....Master
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Y.....Secondary
Z.....Secondary

EXAMPLE: 5990-Y

RATES ON THIS CHART

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with this chart. The lines of position shown have been adjusted
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the 1/4 nautical mile accuracy criteria established by the U.S.
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RADAR REFLECTORS
Radar reflectors have been placed on many
floating aids to navigation. Individual radar
reflector identification on these aids has been
omitted from this chart.

POLLUTION REPORTS
Report all spills of oil and hazardous sub-
stances to the National Response Center via
1-800-424-8802 (toll free), or to the nearest U.S.
Coast Guard facility if telephone communication
is impossible (33 CFR 153).

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.
See Canadian List of Lights, Buoys and
Fog Signals for information not included in
the U.S. Coast Guard Light List.

CAUTION
Limitations on the use of radio signals as
aids to marine navigation can be found in the
U.S. Coast Guard Light Lists and National
Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
⊙ (Accurate location) ⊙ (Approximate location)

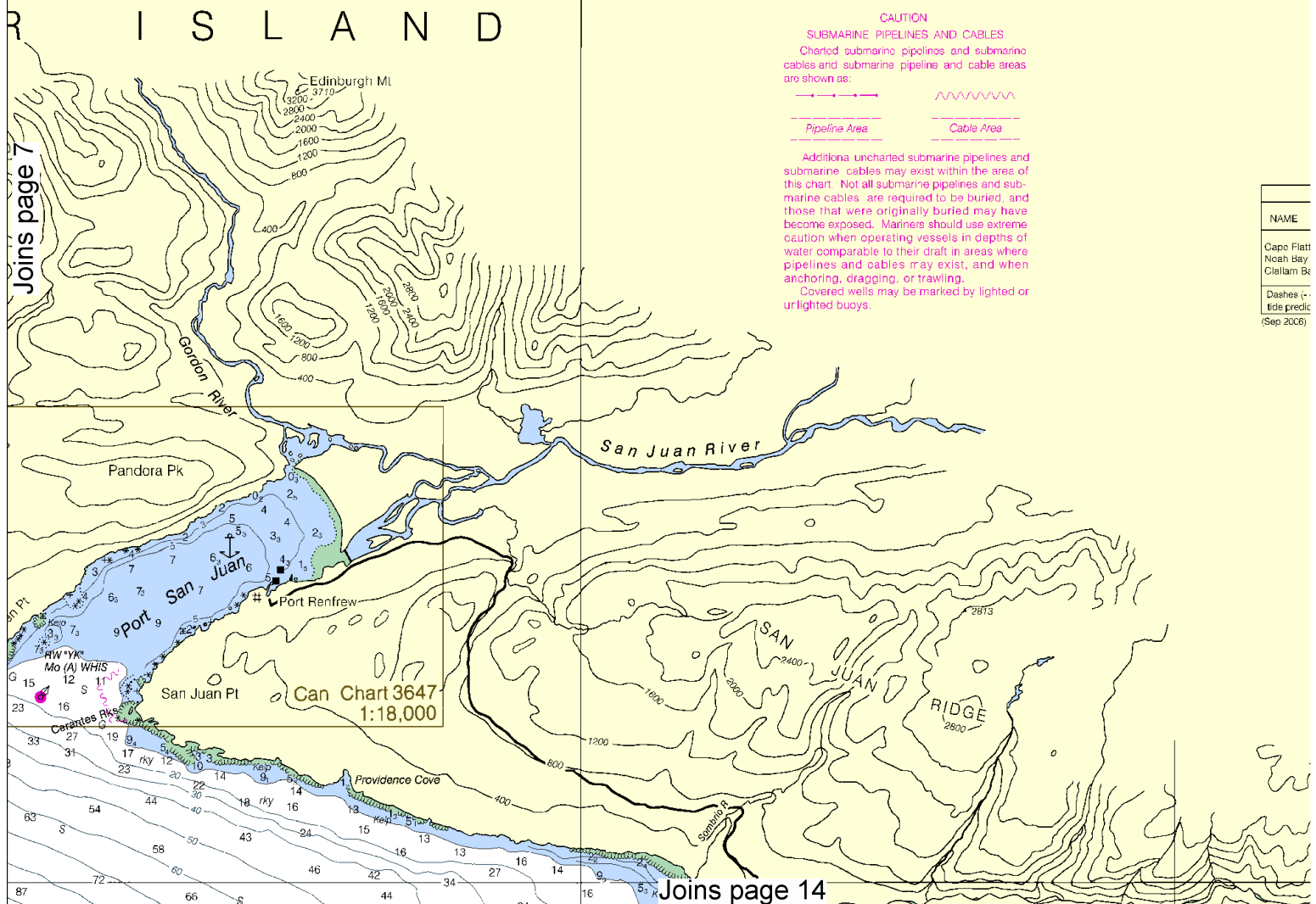
NOAA WEATHER RADIO BROADCASTS
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The reception range is typically 20 to 40
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Neah Bay, WA KIH-36 162.55 MHz

CAUTION
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navigation are not indicated on this chart. See
Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine
cables and submarine pipeline and cable areas
are shown as:
----- Pipeline Area ----- Cable Area -----
Additional, uncharted submarine pipelines and
submarine cables may exist within the area of
this chart. Not all submarine pipelines and sub-
marine cables are required to be buried, and
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become exposed. Mariners should use extreme
caution when operating vessels in depths of
water comparable to their draft in areas where
pipelines and cables may exist, and when
anchoring, dragging, or trawling.
Covered wells may be marked by lighted or
unlighted buoys.

NAME
Cape Flatt
Neah Bay
Clallam Bc
Dashes (+/-) tide predic (Sep 2008)





UNITED STATES - WEST COAST
WASHINGTON
OF JUAN DE FUCA ENTRANCE

Mercator Projection
Scale 1:100,000 at Lat. 48°25'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

For Symbols and Abbreviations see Chart No. 1

TIDAL INFORMATION

PLACE	(LAT/LONG)	Height: referred to datum of soundings (MLLW)		
		Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Latory	(48°24'N/124°44'W)	8.0	7.2	1.5
ay	(48°22'N/124°37'W)	8.0	7.1	1.6
Bay	(48°16'N/124°18'W)	7.5	6.7	1.8

(-- --) located in datum column indicate unavailable datum values for a tide station. Real-time water levels, predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

6)

Additional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory.

Heights expressed in feet above Higher High Water, Larger Tides, in Canadian Territory.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, U.S. Coast Guard, and Charts and Surveys by the Dominion of Canada.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.733" southward and 4.828" westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

NOTE B

NAVAL OPERATING AREAS

Mariners should use caution as naval craft may be maneuvering within the areas. For further information consult Local Notice to Mariners.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designated to aid in the prevention of collisions in the Strait of Juan De Fuca waters, but are not intended in any way to supersede or alter the applicable Rules of the Road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation Zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones, use extreme caution.

Precautionary Areas have been established where major lanes merge and cross the traffic separation scheme. It is recommended that vessels proceed with caution in these areas. Wherever practical, vessels entering or leaving the system should do so at these precautionary areas. For more information regarding Traffic Separation Scheme procedures and regulations, see 33 CFR 167 and / or chapter 2 of the US Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEMENT AND INFORMATION SYSTEM for the coastal waters of southern British Columbia, see National Geospatial-Intelligence Agency Publication 154, Sailing Directions (enroute) for British Columbia, and the Sailing Directions British Columbia Coast (South Portion) Volume 1, published by the Canadian Hydrographic Service.

NOTE D

For Canadian Firing Practice and Exercise Areas see Canadian Notice to Mariners No. 35 of each year.

Lighted and unlighted buoys are randomly located within these areas. These buoys are not charted.

COLREGS, 80.1385 (see note A)

International Regulations for Preventing Collisions at Sea, 19/2.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

NOTE F

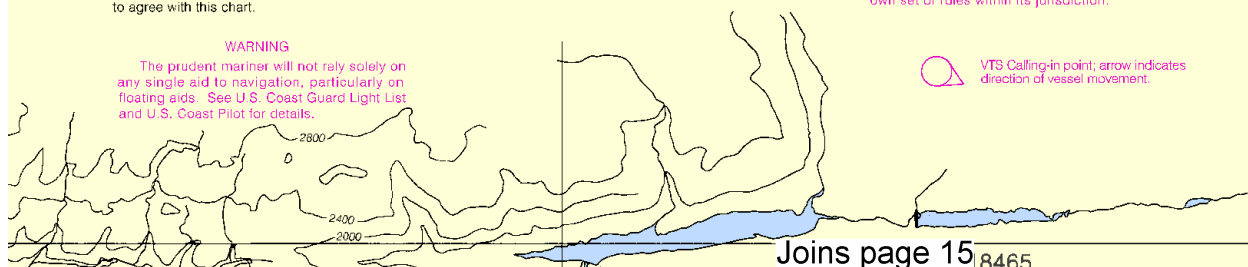
The U.S. Coast Guard operates a mandatory Vessel Traffic Service (VTS) system in U.S. waters covered by this chart. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE G

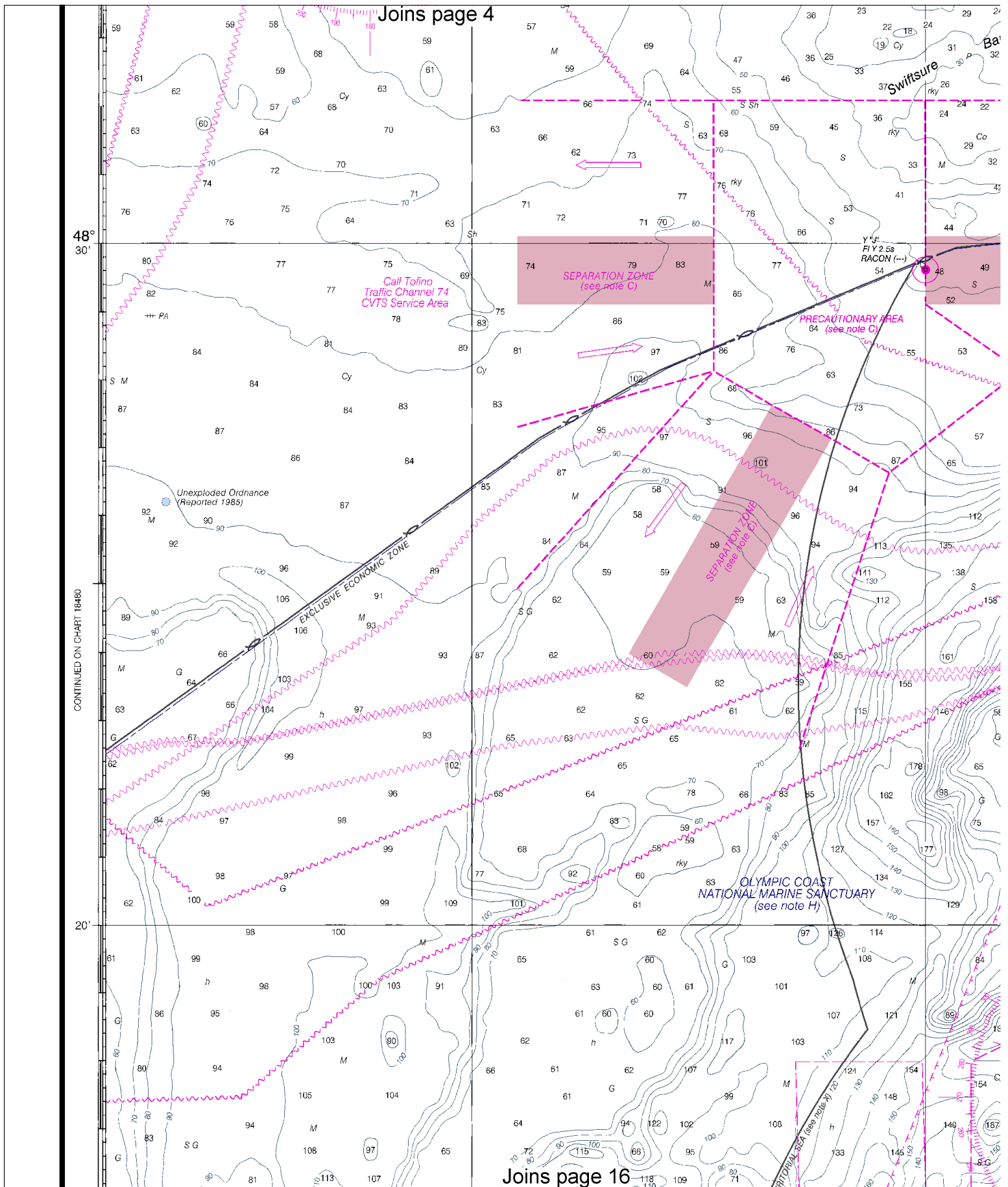
A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.



VTS Calling-in point; arrow indicates direction of vessel movement.



48°
30'



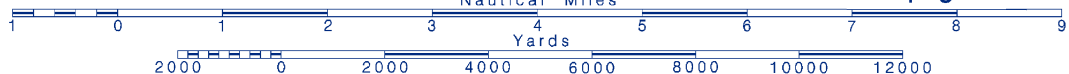
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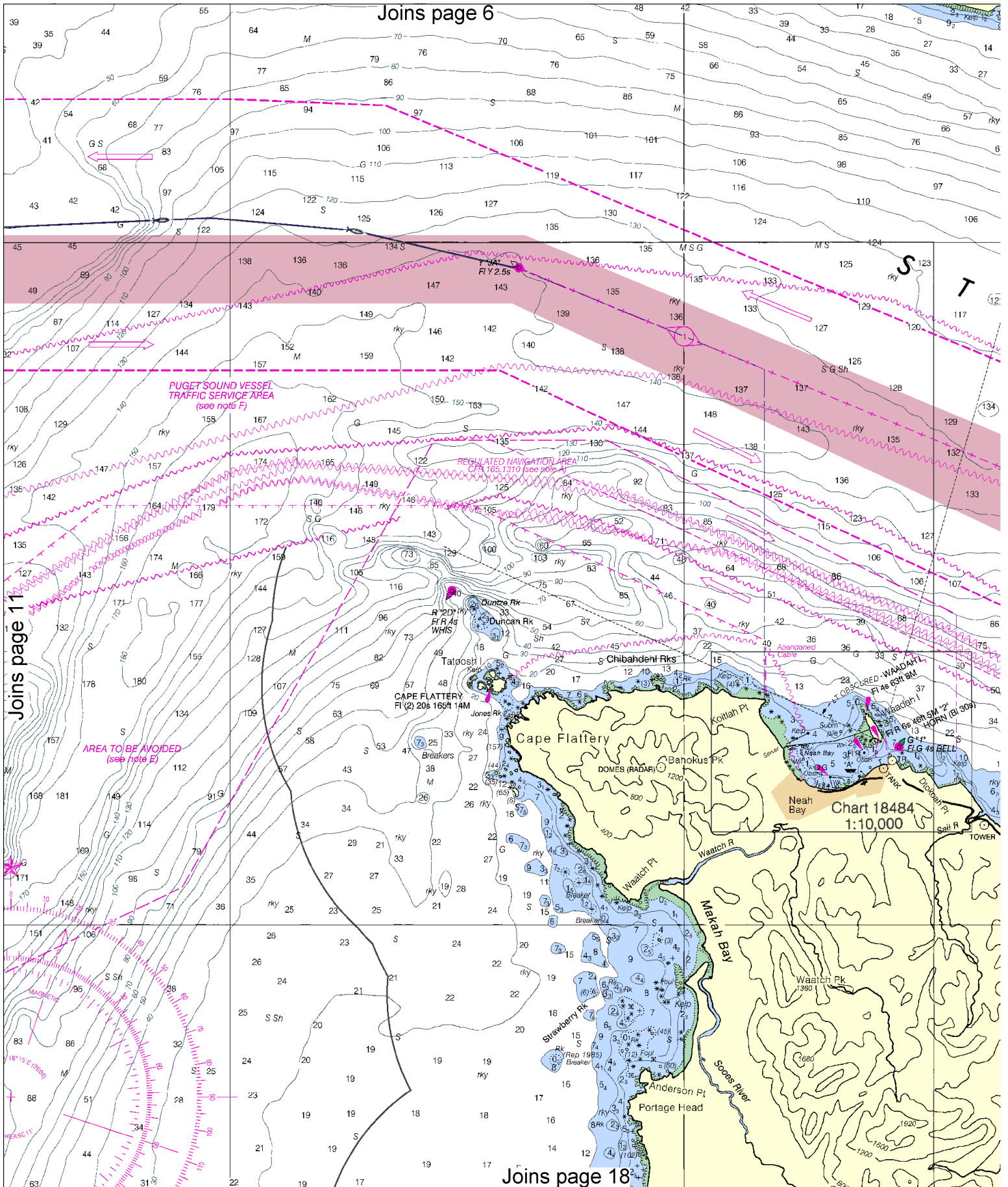
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SCALE 1:100,000

See Note on page 5.



Joins page 6



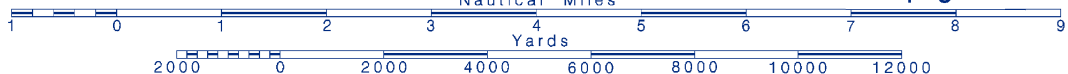
12

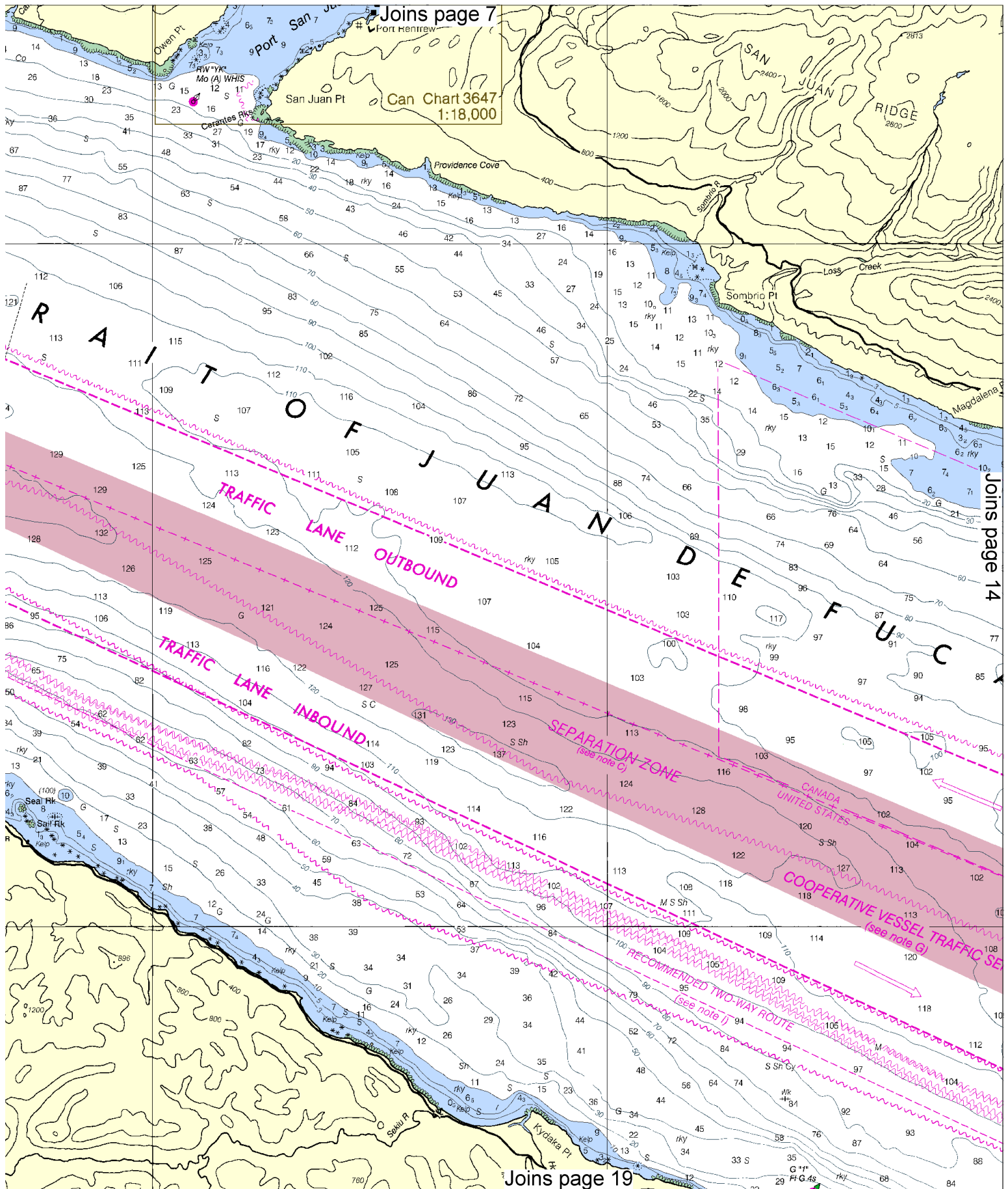


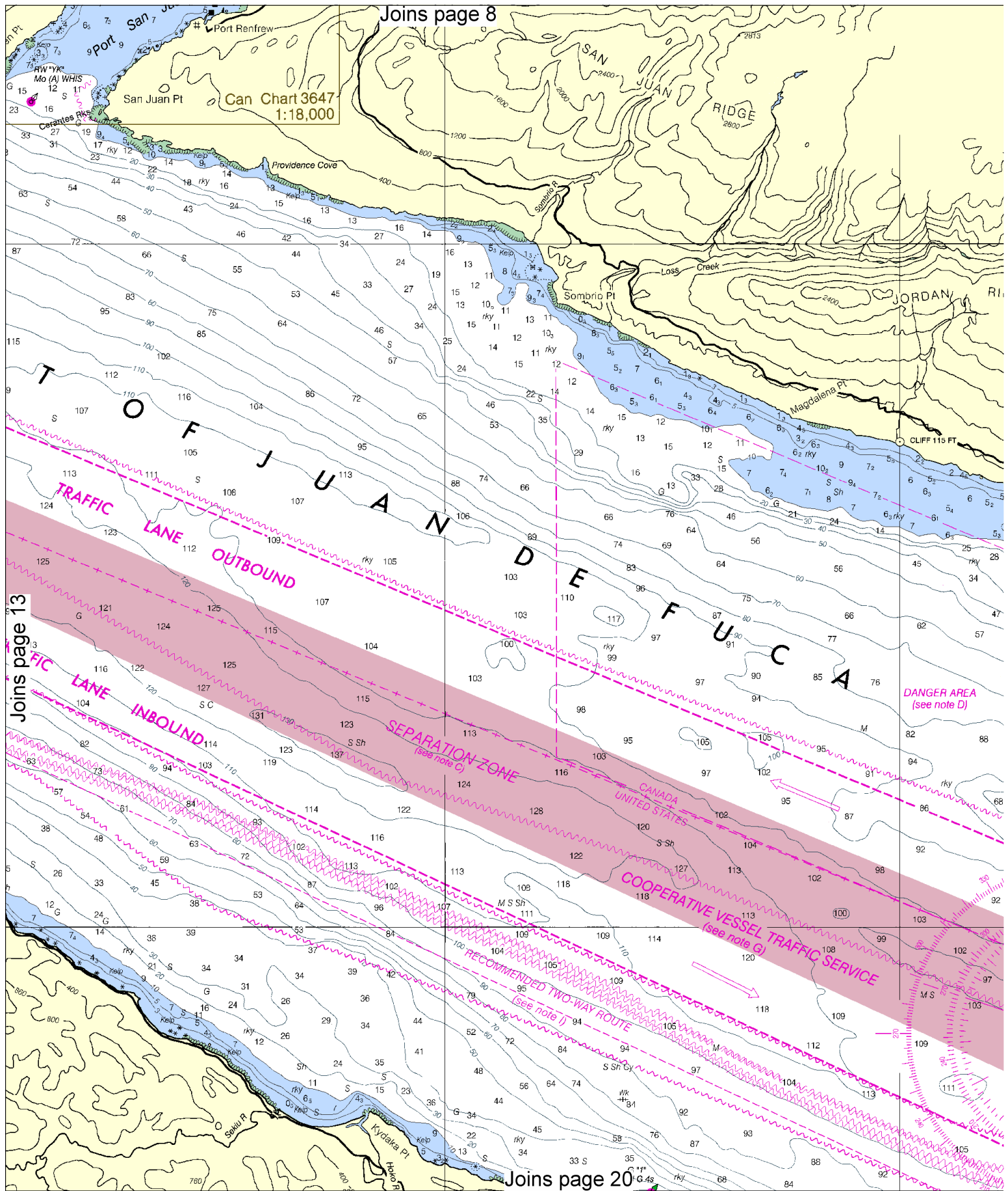
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SCALE 1:100,000
Nautical Miles

See Note on page 5.







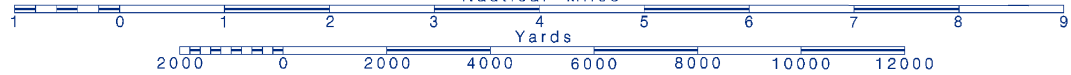
14



Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.



A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Victoria Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

HORIZONTAL DATUM

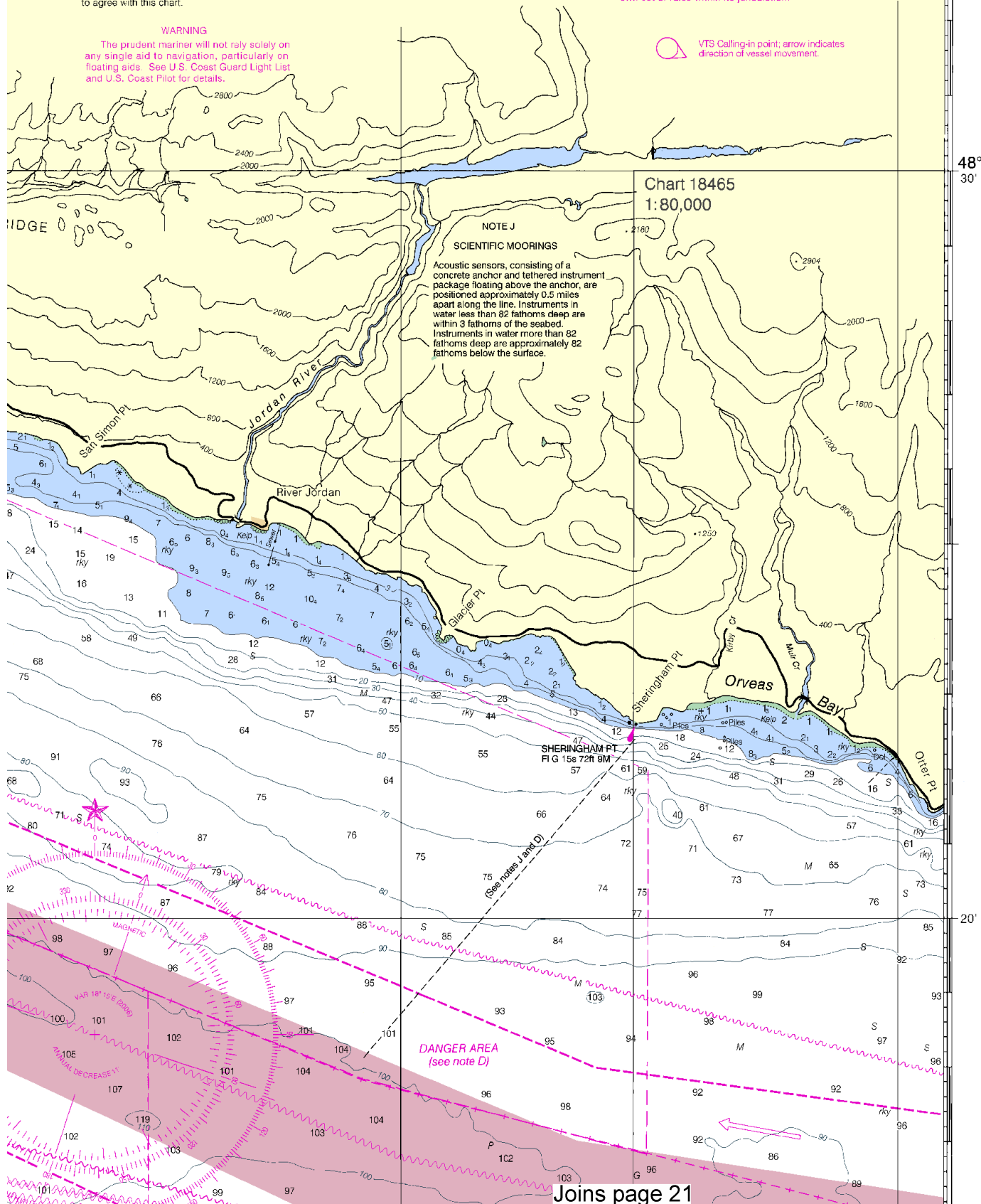
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.733' southward and 4.828' westward to agree with this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



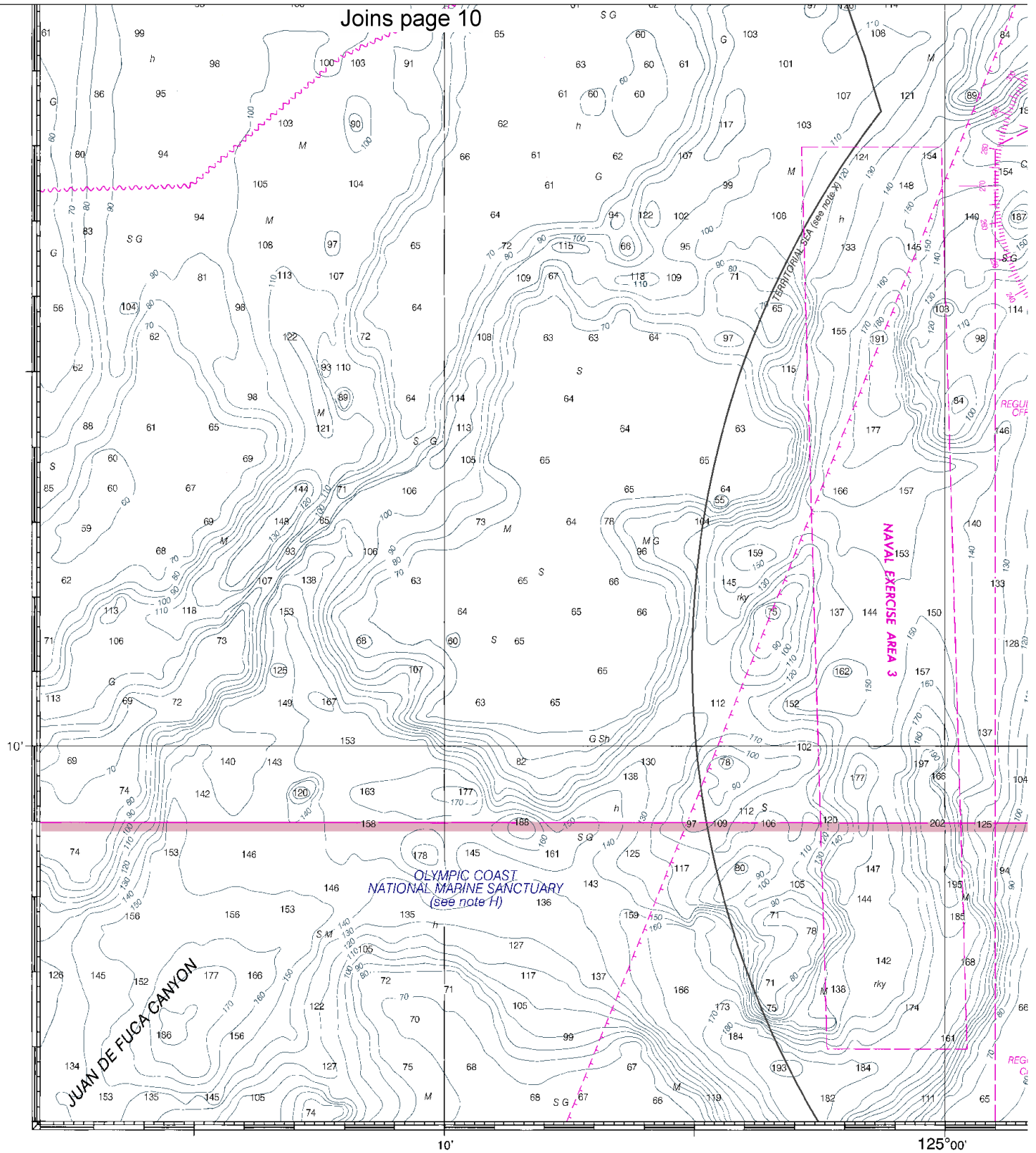
VTS Calling-in point; arrow indicates direction of vessel movement.



48° 30'

20'

Joins page 10



13th Ed., Oct. / 06 ■ Corrected through NM Oct. 14/06
Corrected through LNM Oct. 10/06

18460

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to prompt Ocean Service encourages users to submit correct improving this chart to the Chief, Marine Chart D Service, NOAA, Silver Spring, Maryland 20910-32

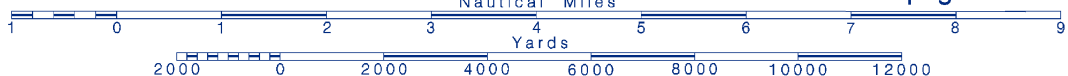
16

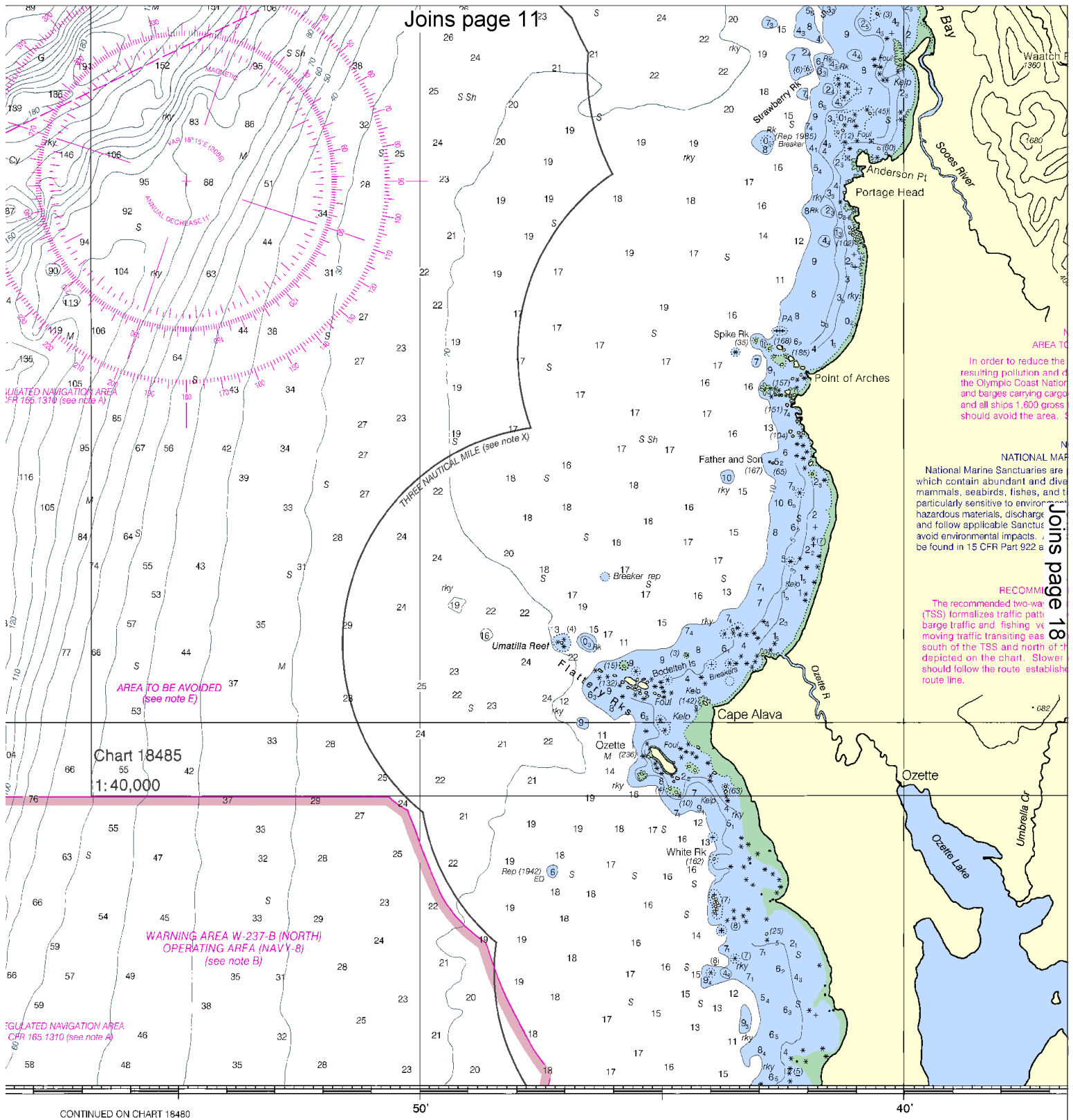


Printed at reduced scale.

SCALE 1:100,000
Nautical Miles

See Note on page 5.





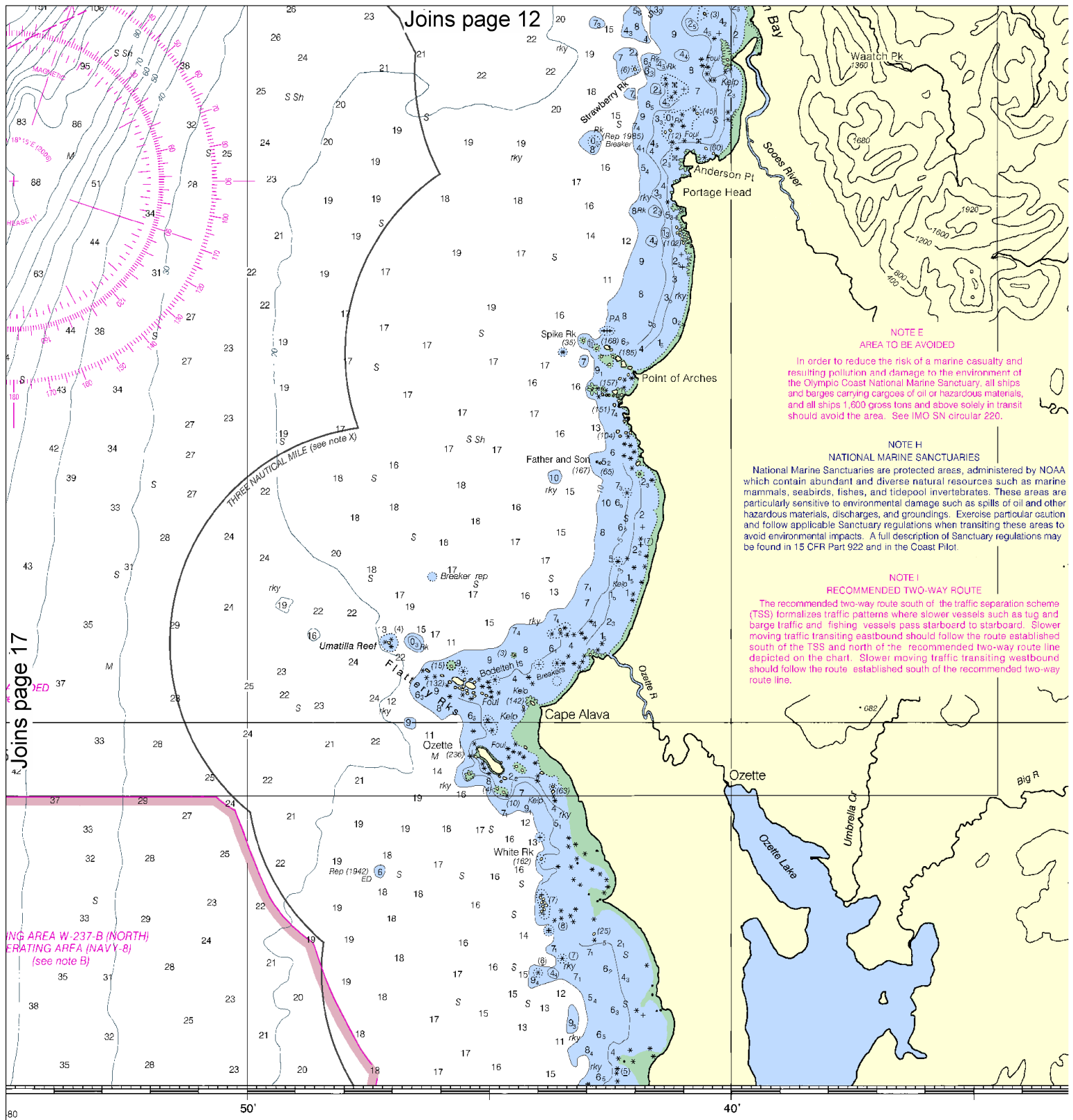
to promote safe navigation. The National Oceanic and Atmospheric Administration (NOAA) provides this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or help@OceanGrafix.com.

PRINT-ON-DEMAND CHARTS
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or help@OceanGrafix.com.

AREA TO BE AVOIDED
In order to reduce the resulting pollution and the Olympic Coast National Marine Sanctuary and all ships 1,600 gross tons should avoid the area.

NATIONAL MARINE SANCTUARY
National Marine Sanctuaries are which contain abundant and diverse mammals, seabirds, fishes, and t particularly sensitive to environmental hazards materials, discharge and follow applicable Sanctuary avoid environmental impacts. be found in 15 CFR Part 922 a

RECOMMENDED
The recommended two-way traffic separation scheme (TSS) formalizes traffic pattern barge traffic and fishing vessel moving traffic transiting east south of the TSS and north of the depicted on the chart. Slower should follow the route established route line.



Joins page 17

Joins page 12

ING AREA W-237-B (NORTH)
ERATING AREA (NAVY-8)
(see note B)

NOTE E
AREA TO BE AVOIDED

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit should avoid the area. See IMO SN circular 220.

NOTE H
NATIONAL MARINE SANCTUARIES

National Marine Sanctuaries are protected areas, administered by NOAA which contain abundant and diverse natural resources such as marine mammals, seabirds, fishes, and tidepool invertebrates. These areas are particularly sensitive to environmental damage such as spills of oil and other hazardous materials, discharges, and groundings. Exercise particular caution and follow applicable Sanctuary regulations when transiting these areas to avoid environmental impacts. A full description of Sanctuary regulations may be found in 15 CFR Part 922 and in the Coast Pilot.

NOTE I
RECOMMENDED TWO-WAY ROUTE

The recommended two-way route south of the traffic separation scheme (TSS) formalizes traffic patterns where slower vessels such as tug and barge traffic and fishing vessels pass starboard to starboard. Slower moving traffic transiting eastbound should follow the route established south of the TSS and north of the recommended two-way route line depicted on the chart. Slower moving traffic transiting westbound should follow the route established south of the recommended two-way route line.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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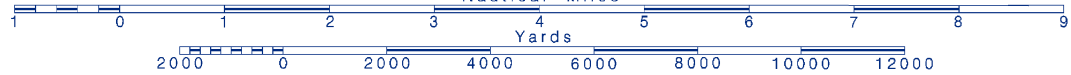
18



Printed at reduced scale.

SCALE 1:100,000

See Note on page 5.





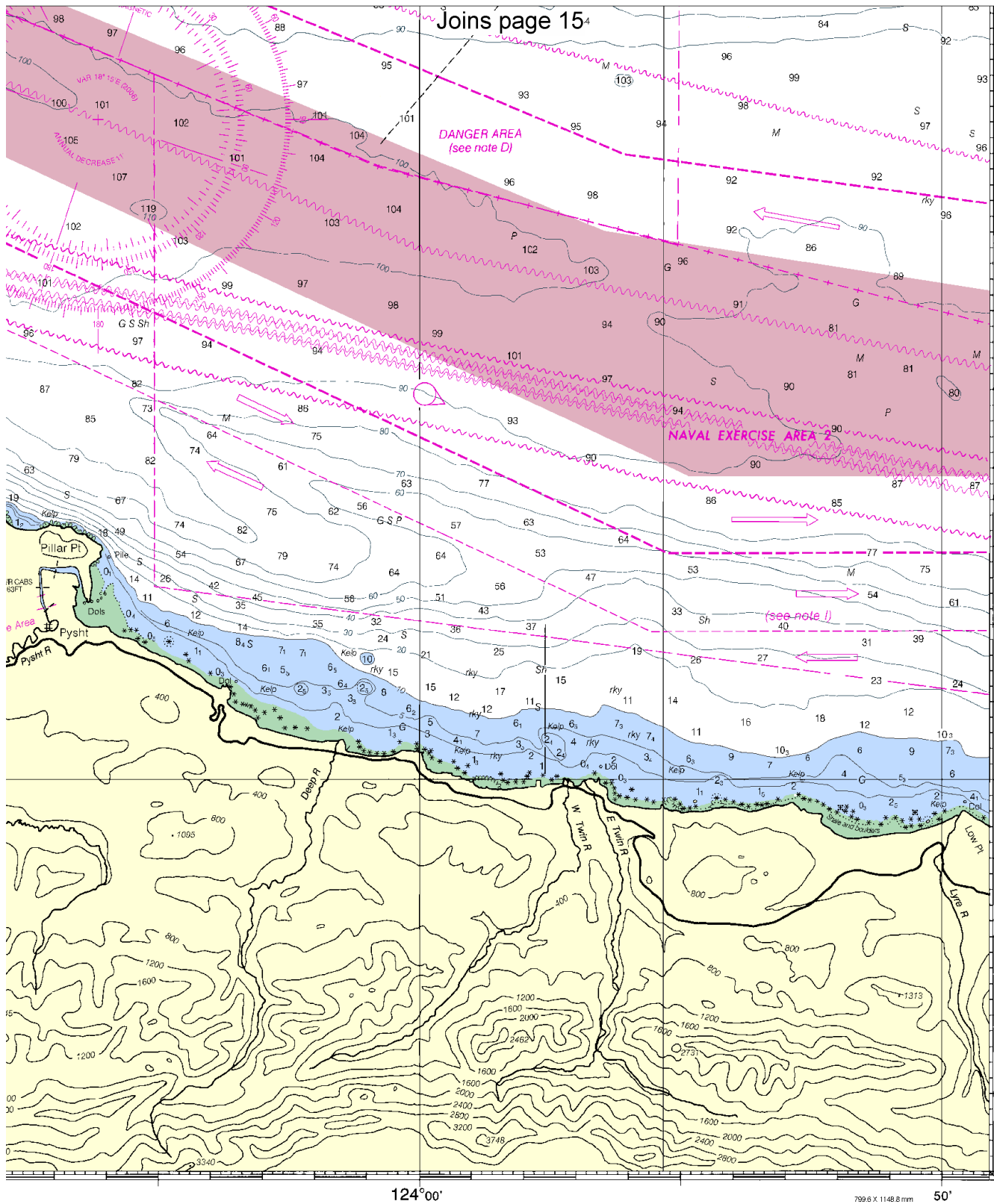
NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain closest to the inner limit of Federal fisheries jurisdiction and the outer limit of jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

The top number line is labeled "Nautical miles" and ranges from 1 to 9. It shows a starting point at 1 and an ending point at 3, with a bracket indicating the distance between them.

The middle number line is labeled "Yards" and ranges from 2000 to 12000. It shows a starting point at 2000 and an ending point at 4000, with a bracket indicating the distance between them.

The bottom number line is labeled "Miles" and ranges from 0 to 10. It shows a starting point at 0 and an ending point at 2, with a bracket indicating the distance between them.



CONTINUED ON CHART 18465

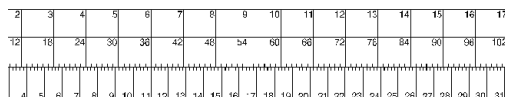


ED NO. 13



NSN 7642014011494

NSA REFERENCE NO. 18AC018460



Strait of Juan de Fuca Entrance
SOUNDINGS IN FATHOMS - SCALE 1:100,000

18460
LORAN-C OVERPRINTED

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue – 206-220-7001

Coast Guard Port Angeles – 360-457-4404

Canadian Coast Guard (RCC) – 250-363-2995

Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.